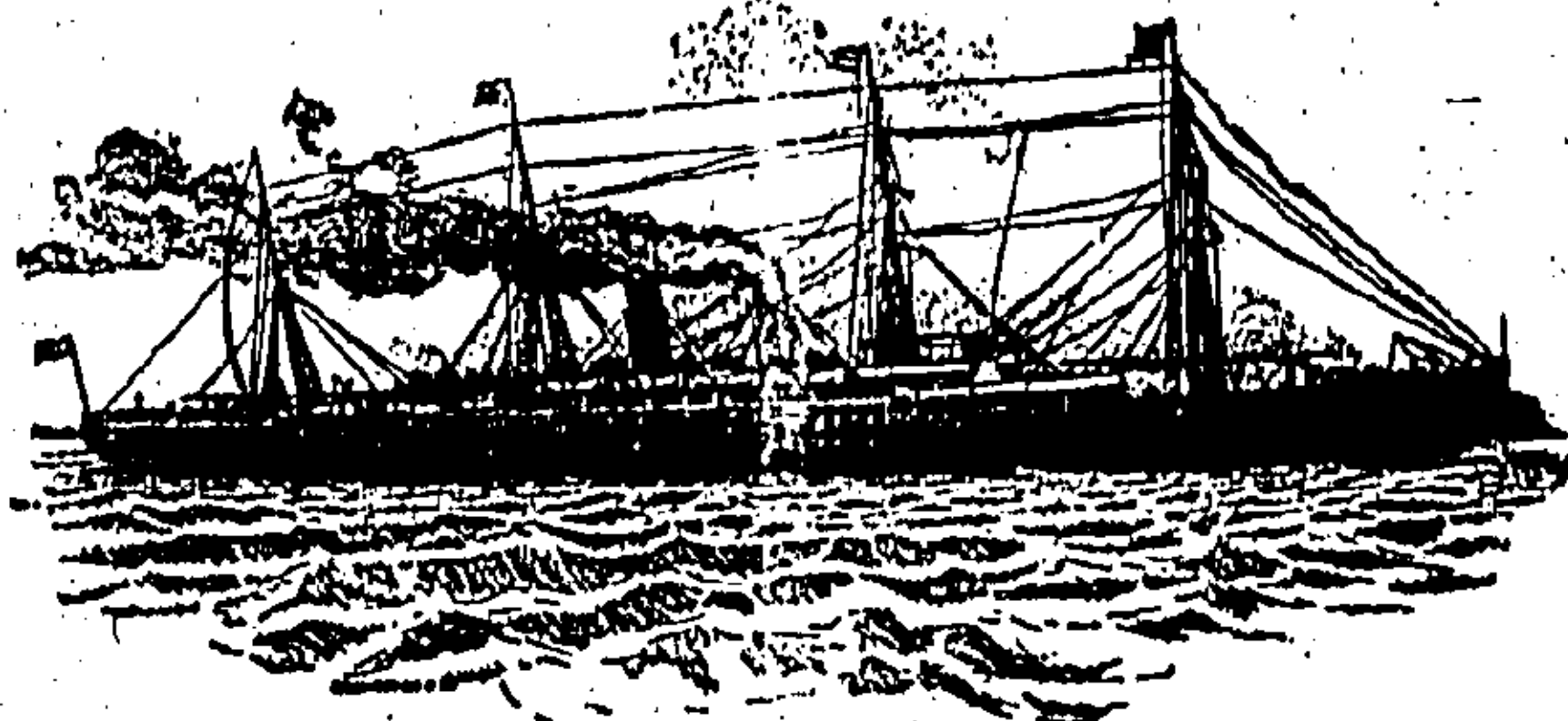


Rails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.	SATURDAY, 12th November, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 19th November, at Noon.
"AMERICA MABU"	6,300 "	MONDAY, 28th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 17th December, at Noon.
"DORIO"	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA"	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1903; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 12th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamships.

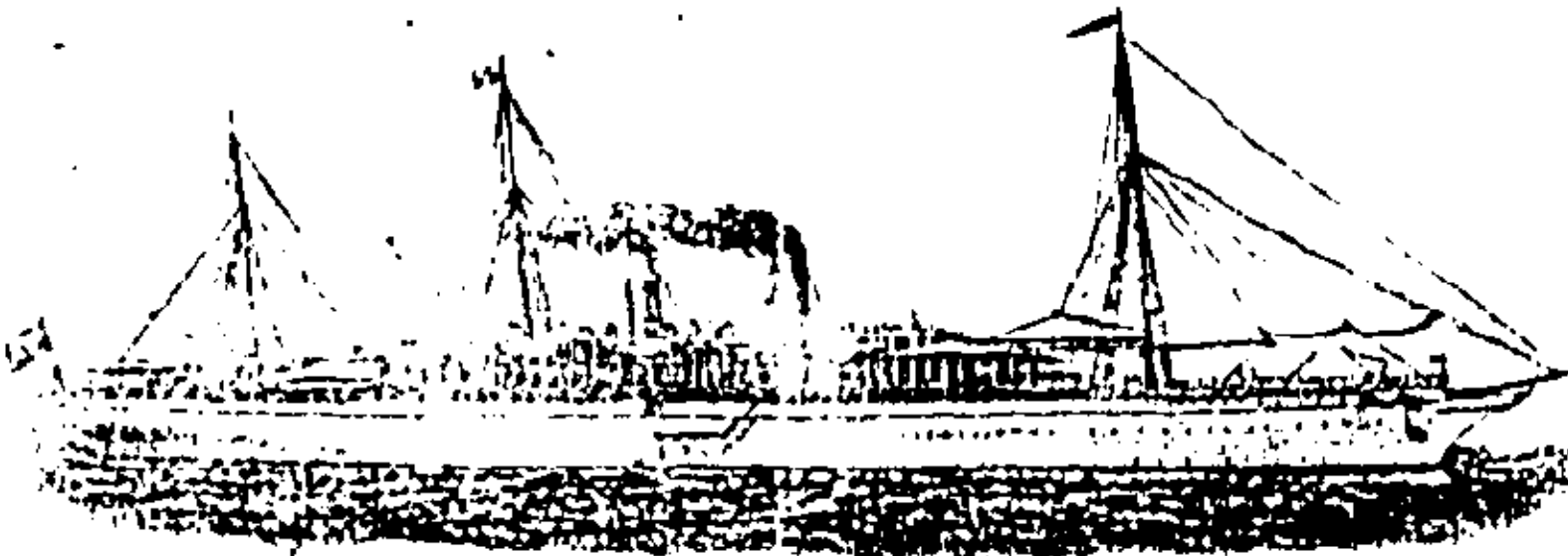
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY, SPEED, PUNCTUALITY.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 16th November.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.
"ATHENIAN"	4,440 "	WEDNESDAY, 23rd December.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 8th February.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFFENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SLAVONIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th Nov.	Freight and Passengers.
SEGROVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	29th Nov.	Freight.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th Dec.	Freight.
ARMENIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th Dec.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th January.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1 Queen's Buildings. 16

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [892]

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VUEUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [893]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,155 tons	Captain R. D. Thomas.
"POWAN"	2,118 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,150 "	W. A. Valentine.
"HANKOW"	1,973 "	B. Branch.
"KINSHAN"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"

"NANNING"

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD. [13]

Hongkong, 29th October, 1904.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	Second half of November	JAPAN VIA SHANGHAI	First half of December
TJILATJAP	JAPAN	Second half of November	JAVA PORTS	Second half of November
TJIMAH	JAPAN	First half of December	JAVA PORTS	Second half of December

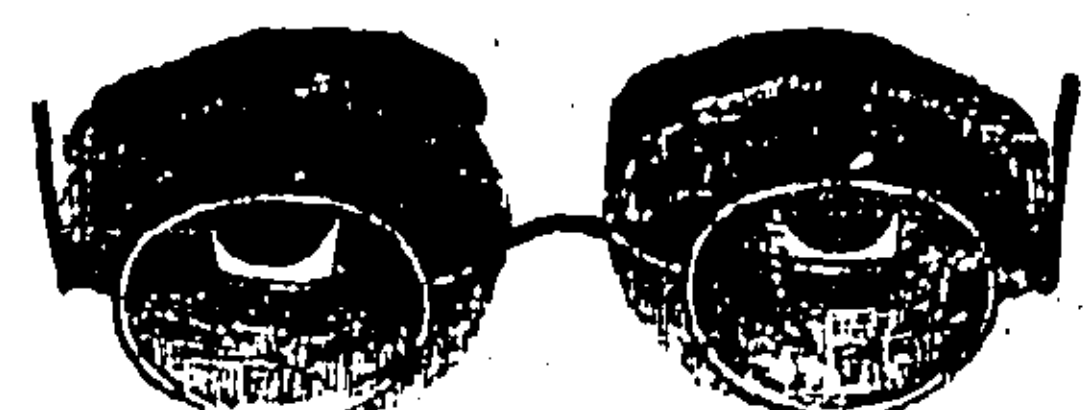
The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor. Hongkong, 11th November, 1904. [14]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager. [674]

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VUEUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

BERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES. Hongkong, 15th December, 1904. [804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Buildings. [805]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [785]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 11th September, 1903. [11]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Leifung Street. [784]

[S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [784]

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [595]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904. [1108]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd September, 1904. [783]

CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignees) in any part of the World.

LATEST SHIPPING DATES.

To England

To France

To Germany

To Italy

To United States via San Francisco Nov. 8th

To United States via Suez Canal Oct. 10th

To India

To South Africa

To Australia

To Canada

CHINA PARCELS EXPRESS. OFFICE:—3, DUDDELL STREET. Hongkong, 7th October, 1904. [1116]

FOR SALE.

FANCY NOTE PAPERS AND ENVELOPES.

Apply to—

BOO CHEONG, 20, Pottinger Street. Hongkong, 7th November, 1904. [1116]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 60.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [132]

THE CONNAUGHT HOTEL, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 11th November, 1904. [29]

KING EDWARD HOTEL.

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

WINTER SEASON.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS.

Smart Boots and Shoes.

The New Clifton Velvet.

Winter Jackets and Golf Caps.

Season's Furs, Fichus and Fasteners.

Costumes Coats and Shirts.

Lace Robes.

Trimmed Hats and Bonnets.

Underclothing and Corsets.

Gloves.

Hosiery.

Fans.

CHILDREN'S DEPT.

Wool Hats.

Jersey Caps.

Hoods.

Gaiters.

Gloves.

Dresses.

Cloaks.

Hosiery.

Shoes.

&c., &c., &c.

FURNISHING DEPT.

FIRST FLOOR.

New Tapestry Curtains.

Table Damasks.

Bedspreads.

Down Quilts.

Art Muslins.

Embroidered Sheets.

Carpets.

Rugs.

&c., &c., &c.

DRESSMAKING

English, French and American Styles.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Gents' Boots.

Winter Underwear.

Knitted Vests.

Trunks.

Bags.

Fitted Dressing Cases.

Exclusive designs in Ties.

Felt Hats.

Gloves.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG

Hongkong, 29th October, 1904.

[1096]

Intimations.

VICTORIA RECREATION CLUB.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held at the CITY HALL, on WEDNESDAY, the 16th day of November, at 5.45 P.M., for the purpose of approving the Plans and Estimates for the construction of the proposed Club House on the New Site, Murray Pier Extension, etc., etc.

HAROLD C. AUSTEN,

Hon. Secretary.

Kowloon, 10th November, 1904. [1223]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be carried out from the range at Lai Chi Kok for upwards of a month, commencing on the 7th instant.

By Command,

F. H. MAY,

Colonial Secretary.

Colonial Secretary's Office, Hongkong, 7th November, 1904. [1228]

HONGKONG JOCKEY CLUB.

NOTICE.

THE RACE COURSE WILL BE OPEN from TO-DAY (TUESDAY), the 1st November, 1904.

Members requiring STAND or STABLE ACCOMMODATION during the forthcoming Training and Racing Season will oblige by applying to the Undersigned before MONDAY, the 14th instant.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 1st November, 1904. [1194]

ST. ANDREW'S BALL.

SCOTSMEN desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th November, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to state whether Married or Single.

DAVID WOOD,

Hon. Secretary.

St. Andrew's Ball Committee. Hongkong, 26th October, 1904. [1164]

TO ALL TO WHOM IT MAY CONCERN.

PROPOSED NEW FERRY SERVICE TO KOWLOON.

I BEG to inform the intended subscribers to this scheme that, owing to the Colonial Government having imposed upon the Promoters some additional stipulations which would in the opinion of the promoters prevent the scheme from becoming a financial success, I and my co-promoters have with much regret decided to abandon the project for the present.

For the Promoters,

AHMET RUMJAHN.

Hongkong, 4th November, 1904. [1198]

ROBINSON PIANO

COMPANY, LIMITED.

NEW IRON -

FRAMED -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING MACHINES.

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. [129]

RUROPAIKIN'S TROOPS.

JAPANESE OFFICIAL ESTIMATE.

The Tokio Headquarters Staff has issued the below estimate of the forces commanded by General Kuropaitkin in the battle of the Shaho: First Siberian Army Corps under Lt.-General Stackelberg; consisting of Division I (Major-General Gerun-gross), and Division II (Major-General Kondradovich) of East Siberia Rifles; 24 battalions and 8 batteries.

Second Siberian Army Corps, (commander uncertain), Division V (Lt.-Gen. Alexieff) of East Siberia Rifles, and Division I (Maj.-Gen. Morozoff) of Siberia Reserves; 28 battalions and 8 batteries.

Third Siberian Army (Lt.-Gen. Ivanoff); Division III (Maj. Gen. Kastalinsky) and Division VI (Maj.-Gen. Damiroff) of East Siberia Rifles; 24 battalions and 8 batteries.

Fourth Siberian Army (Lt.-Gen. Sarubaloff); Divisions II and III of Siberia Reserves (Maj.-Gens. Reussetan and Kottsvitch); 32 battalions and 8 batteries.

Fifth Siberian Army (Lt.-Gen. Danbafsky); 54th and 71st Divisions of Reserves (Maj.-Gens. Worouff and Ekku); 32 battalions and 12 batteries.

Sixth Siberian Army (General Zabouff); 55th and 72nd Divisions of Reserves (Maj.-Gens. Raiching and Baraoffsky); 23 battalions and 12 batteries.

Tenth Army (Gen. Seruchensky); 9th and 41st Division of Reserves (Maj.-Gen. Hershmann and Lieut.-Gen. Mau); 32 battalions and 14 batteries.

Seventeenth Army (Gen. Birderring); 3rd and 35th Divisions of Reserves (Lieut.-Gen. Ivanshura and Lieut.-Gen. Doburushinsky); 32 battalions and 14 batteries.

First Army (Gen. Maierdorff); 22nd and 17th Divisions of Reserves (Lt.-Gens. Affadovitch and Chekumareff); 32 battalions and 12 batteries.

In addition to the above there were: 2 Regiments of picked Moscow Infantry—8 battalions, 4 batteries of the East Siberia and Brigade 4 of the East Siberia 4th Brigade.

Five regiments of field mortars and 2 batteries. Five batteries of horse artillery and 5 of mountain artillery, one battery of siege guns and one independent battery of eight guns.

Total 276 battalions, 122 batteries and 173 "sovnias" of cavalry in addition.

The whole numbering about 200,000 infantry, 26,000 cavalry, 950 guns.

The estimate of the numbers is based upon the very low allowance of 700 men per battalion.—Korea Daily News.

THE PROVINCIAL COLLEGE AT KWEILIN, KWANGSI.

Although for some time there has been a Provincial College in existence in this city, to be exact since 1890, it has hitherto occupied buildings of a more or less cramped nature, and the actual class rooms and lecture halls were insignificant in size and fittings, but this has now been changed, under the energetic and progressive lead of the new governor of the Province, Seng Taotai, a native of the Province. About four or five months have been occupied in the alterations. Mr. Li, the teacher of English also a native of Fukien, has acted as architect, and certainly the results do him credit. Throughout the work has been personally supervised by Seng Taotai, who has modelled the College upon the lines of the Japanese institutions, which he personally inspected during a three or four months' residence in that country.

The work was completed about the 18th of August and opened by Viceroy Tsun on the 21st. The following day, I with my colleague, the only two representatives of the missionary staff in the city for the moment, were invited by the governor of the College to pay a visit of inspection. We were much struck by the really fine new entrance to the buildings; these I might say are built on the bank of a branch of the Cassia River, and thus lend themselves more readily to the builder's art. A row of trees has been planted along the front, and a good stone parapet running along the river bank puts a finishing touch to a good promenade. The entrance is wholly foreign in nature, the gate itself is about eight feet high and is a fair copy of a foreign open-work gate, and is flanked by iron palisading. A broad cement path, with flowers and shrubs on either side, leads up to the door under the clock tower, which is the entrance proper to the school buildings.

On the right and left are nice rooms with glass windows. One room is for the sale of books for the students, another is for the College treasurer. Opposite the entrance door is a fine building, built in foreign style, and having glass windows and doors. This is the reception room, and here we were received by the genial "head," who seized our umbrellas as we entered and promptly deposited them in a stand just inside the door, and then conducted us to delightful easy chairs, in the middle of a really handsome room, one which would compare favourably with many modern drawing rooms. This we were informed had been expressly fitted up for visitors. The furniture was good, the floor was covered with a carpet of English manufacture, which must have cost at the lowest estimate quite \$10. Altogether the room had a dignified and luxurious aspect.

We found Seng Taotai an exceedingly interesting and entertaining man of about thirty-five years of age; he was dressed plainly and received us as one who is accustomed to foreigners. He very soon displayed a photo of himself and two sons, who are students in Japan, dressed in European dress, of which he seemed to be very proud. We had refreshments in foreign fashion, with a punch brought from Hongkong varying over our heads. During this time we had a very nice chat with our host and two of his assistants.

Our inspection of the buildings was interesting. First there were the teachers' room; light, airy, and comfortable rooms they are too, and in comparison the students' rooms are poor; for one room, not

very large, has to accommodate four students. These latter rooms are built in long rows, with a small strip of courtyard separating them, in which are planted bananas, which, however, never produce fruit in Kweilin, it being too cold.

On a level with the clock in the tower, which clock by the way is two clocks with fairly large faces, a two faced clock being unattainable, there has been constructed a cement promenade, about twenty feet from the ground. This commands the entrance and from it a splendid view is obtained of the river and the Peak, and other mountains in the distance. From this tower proudly floats the dragon flag, which by the metamorphosis now taking place in China, is gradually rallying round it the patriotism of the "Young China" party.

The next building which attracted attention was the lofty auditorium which contains desk accommodation for 200 students, and a good room for the lecturers, and behind that a good gallery which is to be placed at the disposal of any visitors who care to attend the lectures given. The seats in this gallery are covered with cushions like those of a railway carriage. Underneath the gallery is the laboratory for the chemistry students.

Our next visit was to the fine dining hall, which is arranged for two hundred men, eight at a table, in correct Chinese fashion. The building which surprised us most, however, was a long low erection, divided off into small compartments. These are the bath rooms of the College, no less than forty in number. These rooms are built upon a platform, and the water runs out of the bath into a drain underneath, which carries it to the river I suppose.

Then there was the drill ground in which the students have to exercise every day, and beyond there a garden to be laid out, for the benefit of the students in botany. At the end of the drill-ground swings are to be erected for the juveniles of whom about forty are in the college. As we were completing our round we passed a house which was still in the carpenter's hands; this we were told was to be the sick ward of the school.

Time fails to tell of the students' Common Room, the class rooms, and the gymnasium. Suffice it to say, that though there are many things that are still crude in the place, yet as looked round that fine pile of buildings, with such potentialities for the future, one could not help marvelling and wondering somewhat, "whereunto this thing would grow."

A word about the students. They are composed of about 160 young men, and forty boys, the latter ranging from twelve to sixteen years of age. All have to agree to stay for four years. They are allowed their rice and two suits of clothes a year. The clothing is a kind of uniform, and is in foreign style. At present they are wearing white duck suits, black socks and semi-foreign shoes, and foreign-shaped straw hats upon the bands of which and on the jacket collar is worked the name of the College. The men are chosen by examination, but the boys are the nominees of officials. The course consists of some of the usual Chinese subjects to which are added arithmetic, chemistry, botany, Japanese, and English. I am not sure if this is a complete list, but it is all I can call to mind at present. The masterhall from Canton and Fukien, and it remains to be seen whether they are competent or not. I regard to some "I have no doubts."

After a very pleasant time spent in the school we said goodbye to our genial host, and we left very much impressed with the fact that China is moving, even in this province of much affliction and ill repute.—N. C. D. News.

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10 5/16
Do. demand	104
Do. 4 months' sight	1/10 9/16
France—Bank T.T.	2/33
America—Bank T.T.	45
Germany—Bank T.T.	1/8
India T.T. demand	1/8
Shanghai—Bank T.T.	71
Japan—Bank T.T.	91
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	112

Buying.

4 months' sight L/C.	1/10 11/16
6 months' sight L/C.	1/10 13/16
30 days' sight San Francisco & New York	45
4 months' sight do.	46
30 days' sight Sydney and Melbourne	1/10 15/16
4 months' sight France	2/37
6 months' sight	2/39
4 months' sight Germany	1/94
Bar Silver	264
Bank of England rate	3 3/4

OPIUM QUOTATIONS.

Today's quotations are as follows:	Per cent
Malwa New	@ 1,100/1,140
" Old	@ 1,170/1,240
" Older	@ 1,260/1,300
" Oldest	@ 1,310/1,380
Patna New	@ 1,100
Benares New	@ 1,140
" Indian Paper	@ 890/940

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 14th day of November, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Hok On in the Colony of Hongkong, for a term of 75 years, commencing from the 23rd day of July, 1900, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	LOCALITY.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Upset Price.
1	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
2	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
3	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
4	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
5	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
6	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
7	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
8	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
9	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$
10	Shau Kei Wan	ft. ft. ft. ft.	ft. ft. ft. ft.	\$ \$	\$ \$

Hongkong, 5th November, 1904. [1205]

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st October, 1904. [1094]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643]

JUST LANDED.

A FRESH CONSIGNMENT OF CEYLON TEA, celebrated for its rich mellow flavour. Guarantee this Tea to be absolutely pure and the best that can be bought at the price—85 Cents a pound.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

or

37 and 38, Elgin Road, Kowloon.

Hongkong, 8th November, 1904. [72]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos. and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

will, Indian (Yamaguchi) 33rd Int.

TELEGRAMS.

(Reuters.)

The Re-Election of President Roosevelt

LONDON, 9th November.
The Democratic Headquarters admit that President Roosevelt was elected by an overwhelming majority and carried every doubtful State. His plurality in New York State was 200,000, exceeding that of McKinley in 1900.

Judge Parker telegraphed to President Roosevelt: "The people by their votes have emphatically approved of your administration, and I congratulate you."

LATER.

Mr. Higgins, Republican, has been elected Governor of New York.

The Republican majority in the House of Representatives has increased from 34 to about 50.

The Baltic Fleet and the Canal.

In view of the passage of a portion of the Baltic Fleet through the Suez Canal, elaborate precautions are being taken, and guards posted along the banks.

New Japanese Loan.

A new Japanese loan (6 per cent.) of £12,000,000 at 90¢ will be issued immediately; half in London, and half in New York. Dealings have already taken place at 1½ per cent. premium.

Honours.

Mr. Gundry, the ex-secretary of the China Association, has been made a Companion of the Order of The Bath.

(Manila Cablenews.)

Port Arthur.

San Francisco, 8th November.

The Japanese have again renewed the assault against the outlying defences of Port Arthur, with the result that Wanai Hill has been taken.

This will give a vantage from which many of the forts that were re-captured by the Russians on Saturday will again fall into the hands of the Japanese.

Already several large naval guns have been mounted on the fallen fort and a storm of shot and shell is now pouring upon the enemy from that position.

The Russian response is incessant and shows no attempt to economize in munitions of war.

Fighting near Mukden.

San Francisco, 8th November.

Field Marshal Oyama is again moving on Mukden and the fighting has been renewed at Shaho and likewise in the region west of the Hun river where the advance guard of the Japanese has encountered the outposts of the Russians.

A general appeal has been made to the contending armies to spare Mukden the sacrifice of a great battle. This, the Japanese are inclined to respect, and, fearing the hatred that would be engendered against the Russian, were the tombs of the sacred dead desecrated by slaughter, it is probable that Kuropatkin will not be unmindful of the appeal.

Rolling stock and general railway equipment is rapidly being shipped to Liaoyang by the Japanese and the line now in their possession will soon be in operation as far north as the Japanese have control of the country.

REVIEW.

"CHINA'S BUSINESS METHODS AND POLICY."

This is the title of a work on China commercially and generally, published under the direction of Messrs Kelly and Walsh, Limited. From the pen of Mr. T. R. Jernigan, ex-Consul General for the United States in Shanghai, and formerly in Japan, the work possesses many features of more than average interest, but it cannot be said to have cast any great light upon the intricacies of the subjects it is ostensibly supposed to treat. The historical portions, and the chapters dealing with the general customs of the Chinese, are of such an ancient, and well known character as to disarm anything in the nature of criticism, though the old, old truisms are re-told with fidelity and in some cases with commendable conciseness. The real object of the book is manifest, viz., to point out ways and means of expanding American commerce in the great Celestial Empire. Mr. Jernigan does not hesitate in some of his more unwarranted tirades in favour of American commerce and pushfulness, to mark the superiority of Manila and other Philippine Ports, to say nothing of the somewhat outlandish Honolulu, over our own modest port of Hongkong as more convenient centres of distribution in the control of the Pacific Trade. This is ever likely to come to pass, remains alas, the gaudy focus of his own imagination. In addition to publishing numerous statistics, mainly for the current year, the author, or should we not rather describe him the compiler?—dabbles into many subjects outside the alleged scope of the work, for we fail to see how German progress in Africa can have any reasonable bearing upon China, her business methods, or her policy. The book abounds in crudities of this description, and whilst it may be useful to a certain section of American manufacturers, not one jot or tittle is added by the volume to existing literature on the vast and absorbing subject with which it proposes to deal. The book is well printed, and the publishers, at any rate, are to be congratulated upon their share of the work.

WHAT IS CONTRABAND?

THE ALLEGED AGGRESSION OF RUSSIA

AN IMPORTANT CASE.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) the hearing of the action, *Osaka Shosen Kaisha v. the Captain and owners of the Norwegian steamer Prometheus*, was resumed. The previous days' proceedings in regard to the matter have been reported at some length in these columns already.

Hon. E. H. Sharp, K.C., (instructed by the Mr. John Hastings) again appeared for the charterers, and Mr. M. W. Slade, (instructed by Messrs. Wilkinson and Gilat) defended.

Mr. Slade resuming his arguments, on the subject of contraband, submitted that the true view of International Law was to look at the true meaning of the phrase, as with regard to any particular war—as to what was regarded as contraband by the belligerents in that war, and he contended that there was not a single word in any work on International Law to controvert that proposition. His learned friend had asserted that, by International Law, contraband had a very limited meaning; but what he maintained was, what was laid down in books on International Law regarding contraband supported his previous contention. (Wide Hall on International Law.) Counsel proceeded to refer to the more important wars of the last century, and said that at any rate with regard to provisions, with which they were there concerned, until the neutral nations forced the belligerents to modify their views, provisions were and might be contraband of war. The English nation, bound by no treaty whatsoever, had by the prerogative of the British Crown, the right to declare what in war time it deemed to be contraband, and he submitted that, in this case, the Russians reserved to themselves the self-same right. The fact that this ship was trading between closed ports in Japan rendered her liable to confiscation and all the penalties attendant thereon. This, he submitted, was the application of the Rule of 1756 to this case. According to the award it was believed by the captain that his ship was to be engaged on one of the ordinary runs of the Osaka Shosen Kaisha, probably between Japan and Formosa. Now it was clear that Mr. Arima, representing the charterers, never communicated with his instructions were to Messrs. Sander, Weller & Co., and there was nothing to show that she was intended to be used for any other than open ports on the Japanese coast and in Formosa.

His Lordship:—They must have known that the Osaka Shosen Kaisha was a firm in Japan, and that the ship was chartered by such Japanese firm. Now Messrs. Sander, Weller & Co. are shipping agents, what would they naturally suppose the ship was being chartered for? Trading in Japan?

Mr. Slade:—She might have been going to America.

His Lordship:—Oh, she might have been going to the South Pole.

Hon. E. H. Sharp:—But America is excluded from the charter party.

His Lordship:—Would they not infer that she was destined for certain ports in Asia?

Mr. Slade said that it was expressly understood that the vessel was to be sent to open ports only, and what were open ports was explained by the Japanese themselves very clearly. Before the charter party was signed it was thought that the trading was to be only on the coast of Japan.

His Lordship:—Would it not be a reasonable view for them to take, that the ship was engaged within the limits of the charter?

Mr. Slade:—But the charter relates to open ports only. It is clear from extracts from Japanese law, that there is a sharp difference between open and non-open ports. I refer your Lordship to exhibit R. 2, which reads as follows: "No other vessel except Japanese ships shall be allowed to call at non-open ports in Japan, or to put in to trade at any of the non-open ports in Japan for the conveyance of passengers or cargo, except as the result of accident at sea, or by having the special permission of the Minister in Charge." The meaning of open and non-open ports was further illustrated, Counsel said, by the extracts from the Treaties which had been put in.

His Lordship:—If the conditions are fulfilled do the ports become open ports, within the meaning of the charter?

Mr. Slade:—No, my Lord.

His Lordship:—If you have that permission from the Minister in charge, does it mean an open port?

Mr. Slade:—No, my Lord. It is only a special permit to enter.

Counsel for the defence then read, at some length, extracts from the Treaties, and urged that by the charter only treaty ports, such as Nagasaki, Kobe and Yokohama, were intended. Messrs. Sander, Weller & Co., had, no doubt, authority to enter into an ordinary agreement, but, in reply to the Bench, Counsel added, there was no evidence to show that they had expressed authority. Mr. Slade referred to the telegraphic correspondence between the owners and the charterers, and said that on the 19th March the owners cabled the agents from Norway: "Refuse all contraband." On the 23rd of the same month, Messrs. Sander, Weller & Co. wrote to the Osaka Shosen Kaisha informing them, that an additional sum of \$3,350 per month would be required, if the steamer was to be employed on the Inter-port coast trade, loading coal, rice, provisions, &c. The manager of the Osaka Shosen Kaisha replied the following day, remarking that he regarded the increase as most unreasonable, but did not say that the steamer would be obliged to go upon the Inter-port coast trade. His Lordship would notice that the owners objected to anything that might be considered contraband long before they could have been advised by mail, so that they must have obtained their information by means of the telegraph. The owners, while

confirming the charter in its original form, declined to sanction inter-port coastal trade in the absence of an extra payment of \$3,350. This being refused by the charterers inter port trading was not agreed upon, and this formed the whole crux of the case.

Counsel proceeded to argue as to whether the Rule of 1756 was an existing Rule to-day, and whether or not it applied to the coast trade of Japan as carried on under Japanese Laws. There was no doubt that it was an established rule, put in force with vigour and persistency by Great Britain, a century and a half ago. He submitted there had been no act, or that anything had occurred which had done away with it as a rule of International Law, and the liabilities imposed upon privileged trading, nor had there been anything done to abrogate it. He argued that Hall was not a very safe guide, and said that where a country kept its colonial trade in its own hands, and only allowed foreigners to participate in that coastal trade by express permission if such a country opened its coastal trade for its own benefit under pressure of war, to the ships of neutral nations, such neutral ships engaged in that trade were entitled to be treated as enemy's ships, as having identified themselves with the marine of the other belligerent, which had given them permission to take part in an uncustomed trade.

On re-assembling after tiffin, Mr. Slade continued the discussion as to the scope of the Rule of 1756 and quoted Phillimore's International Law (vol. 3), on the subject of coastal trade between neutrals and belligerents, and said that, in this case, the ships chartered to carry on the Ordinary business of a firm under the flag of a belligerent Power could only be regarded in the light of transport in the service of that belligerent Power. The question of trading by permission also arose, and was reported in *J. Robinson 328*, as to how far Senegal was a privileged place in regard to trading in gun and the rights of France over those of other traders. He was very strongly supported by the definite Anglo-American Prize Rule, which stated that any vessel sailing under the licence of the enemy Government should be treated as an enemy vessel.

Hon. Sharp surmised that this was obviously aimed at privateering.

Mr. Slade, proceeding, cited various decided cases, and he submitted that "sailing under the licence of the enemy", would be the same as sailing under any licence. This particular steamer, the *Prometheus*, was sailing under the licence of the enemy to engage in a particular trade which required a special licence owing to the pressure of war.

Hon. Sharp commenced his reply for the charterers at a quarter to three. In the course of a lengthy legal discourse, he covered and recovered all the points that had been raised *pro* and *con*. Speaking as to the point of the Rule of the War of 1756, he thought his friend had misinterpreted or mistook his argument upon that point. His argument upon the point of the doctrine was certainly in part that the doctrine was obsolete—it was a doctrine invented by themselves in the war about the middle of the eighteenth century against France, in which France under compulsion, owing to the destruction of her fleet by the English, opened her colonial trade to the Dutch, trade which up to that time had been absolutely closed. Counsel referred generally to many authorities, most of which he had relied upon in his opening statements, from which he argued that it was generally accepted that the doctrine was obsolete. The mere matter of convenience to a belligerent to open his trade a little more because of the war, was not enough to found the doctrine.

Mr. Hewitt, the Arbitrator in this matter, must to some extent be regarded as an expert, he being a shipping man himself, and he (Mr. Hewitt) said it was a fact, both under existing Treaties, and prior to the British Treaty of 1904, that foreign vessels were allowed to trade in non-treaty ports with permission, whether Japan was at war or peace. He would prove that the ports had been freely opened irrespective of the war, and the onus was on the other side to show that they came within the doctrine of 1756. Coming to the meaning of open ports, if there had been any doubt as to what the parties meant by open ports that doubt had been removed by the correspondence. It meant, in fact, ports which were in fact open, ports which they could go into, whether they were opened or not by Treaty, or by the law of 1899. Messrs. Sander, Weller & Co., as Hongkong Shipping Agents, must be taken to know something of the nature of the business of the Osaka Shosen Kaisha just before and after the outbreak of the war, and he thought there was very little doubt what they did know. His Lordship would note that the charter party was drawn up on an ordinary local form, and it was significant that in detailing the lines to be traversed inter-port trade in the Philippines was debared. Now there was no doubt that inter-port trade in Japan would have been mentioned if it had been regarded by the shipping world as closed. It was worthy of note that some thirty similar steamers had been chartered in the same way and were doing the same work without any trouble or question whatever. The charter party was made subject to the risks of war, but it must be borne in mind that it was signed by both parties two days after it was known that hostilities had commenced. Having regard to all the circumstances it must be believed that the Agents possessed the customary authority to execute the charter. Presumption of authority would depend entirely upon the usage of the trade. He had already referred to eight authorities with regard to provisions, from which it was clear that provisions were contraband only if proved to be food destined for the forces, or in the words of the leading case, if proved to be destined for warlike purposes. At the time the agreement was signed, there was nothing to indicate to the minds of either parties that Russia would declare provisions contraband.

After some further argument, His Lordship adjourned the further hearing until to-morrow morning at 11 o'clock.

BIRTHDAY OF THE KING OF ITALY.

To-day being the anniversary of the birthday of His Majesty, King Victor Emmanuel III. of Italy, Chevalier Z. Volpicelli, Consul-General, was "At home" from 11 a.m. till noon, when the members of the Consular corps in Hongkong, the Italian community, and many foreign friends called at the Consulate, to tender their congratulations on the occasion to Chevalier Volpicelli, on behalf of His Italian Majesty, who to-day enters upon his thirty-six year, and to wish him a long, useful, and prosperous life. H.E. the Governor, H.E. Major General Vickers Hutton, and Commodore Dicken were represented by their Aides-de-Camp.

THE WORLD'S SHIPPING.

HOW BRITAIN FAVOURS FOREIGNERS.

The following articles contains so many statements which receive every day confirmation in the port of Hongkong that no apology is needed for printing it. Any day of the week foreign ships come into harbour here with deck loads of cargo which a British vessel would never dare to attempt to carry.

It has long been a matter of just complaint among shipowners that the British Government, instead of helping them, hampers them in every conceivable way. Foreigners chuckle when they remember that this same Government, which is passively hostile to its own shipping, is beneficently indifferent to the ships of other nations which use British ports under conditions seriously detrimental to British interests.

The British shipowner finds himself enmeshed in a net of regulations, few of which apply in practice to foreign ships using our own ports. The passenger and emigrant regulations now in force date from the year 1855, and many of them were framed during the reign of George III. They are therefore admirable for sailing ships, but absurd for steamers. When they were framed one ship in ten was a steamer.

Even at the present day it is only by virtue of official courtesy that such liners as the great White Star ships and the Cunarders are allowed to carry passengers on more than two decks. To do so is to break the existing regulations in the case of a British ship. A foreign ship has legal sanction to ignore the regulations.

British liners which carry emigrants are still supposed to carry six months' provisions for the week's voyage. There is a law to this effect still in force, dating, of course, from the days of the old sailing ships.

The number of passengers that may be carried on a vessel is very unfair to the British owner. Roughly, it may be stated that for every 100 passengers a British ship may carry, a German is allowed to carry 130, and this from our own ports. According to nationality, a ship sailing from a British port could carry the following passengers:—British, 924; German, 1,203; Dutch, 1,158; Belgian, 1,227; American, 1,127. The handicap of the British owner is at once apparent.

Sufficient life-saving apparatus must be provided to carry all persons on board. In the case of a foreign ship these regulations are not enforced. A foreign ship may call regularly at British ports on a regular service carrying British subjects, but the Board of Trade never interferes with its life-saving arrangements, however inadequate they may be.

Again, British ships are subjected to regular and severe examinations as to the condition of lifeboats, lifeboats, and other apparatus, but no examination is ever made into the condition of these all-important details on foreign ships that carry British passengers from British ports. No British shipowner objects to the severe regulations made with a view to ensuring the safety of passengers. They all object to aliens having official permission to evade these regulations when they come poaching in British preserves.

A Board of Trade survey has no power to detain a foreign ship, even though he is sure that she is unsafe from her machinery or other causes. Cargo vessels are controlled in a manner still more detrimental to the British shipowner. He can only load his vessel until she is submerged as far as the Plimsoll mark. This is fixed on every British vessel's side, and the Board of Trade surveyors can see at a glance whether or not a British ship is over-loaded. Foreign ships, having no load-line or Plimsoll mark, can overload to the very limits of safety.

A heavier injustice to the British owner is the manner in which a foreign ship can bring cargo into British ports. The foreign vessel can come in loaded to such an extent that her gunwales are awash, and no one can say anything or do anything. A British captain bringing his vessel into the port loaded below the Plimsoll mark would probably be fined £500.

The effect of this preferential treatment of foreign shipping is that foreign owners can carry more cargo, and therefore accept lower rates than British owners can. The natural sequence is that foreign ships are taking away from us an ever-increasing share of our trade. In 1897, for instance, 71½ per cent of the vessels engaged in the trade of the United Kingdom were British, while in 1902 this percentage had fallen to 65. In the same period the foreign ships in the trade increased from 28½ to 35 per cent.

One other glaring instance of preferential treatment for the foreigner is seen in the coasting trade. Vessels of any nationality can carry cargoes between British ports. With only one exception, British vessels are not allowed to participate in the coasting trade of any other important maritime nation. The exception is Germany, which has so little coast that the exception is of little advantage. The United States regulations are very drastic, and it is even proposed to exclude British vessels from carrying cargo between the Philippines and any United States port.

The foreigner sails with a numerically inferior crew, and carries more cargo than she could under British register. He makes her pay at the expense of the British seller.

Perhaps the best indication that foreign ships are given preferential treatment in British ports, is the fact that every year an increasing number of British shipowners transfer their vessels to a foreign flag and still continue to sail them to and from British ports.—H. Tourtel in the *Daily Express*.

CLUB LUSITANO.

Members of the old-established and popularly known social rendezvous of the Portuguese community in Hongkong, under the presidency of Mr. J. L. de S. Alves, chairman of the committee, were "At home" to their friends between 5 and 8 p.m. yesterday. The afternoon was made the occasion of a five-o'clock tea party, and the large gathering of members and their friends testified to the popularity of a function which gave enjoyment to one and all who were present. Quite a number of ladies graced the party with their presence. Dancing was indulged in to the exquisite music rendered by the combined bands of the Portuguese Philharmonic Society and the Filipino amateurs. A special feature of the musical programme during the afternoon was a Cello solo, with violin accompaniment, rendered with extraordinary technique by a Filipino gentleman, whose brilliancy of execution was received by the music-loving community with a spontaneity and sincerity of enthusiasm such as can be tendered only by an appreciative auditorium.

While providing ample attraction to Terpsichorean in the faultless hall of the Club-house, the committee were not unmindful of others who might prefer a mild mental relaxation in the card-room. This apartment had its patrons as well as the lavishly appointed bar in the spacious dining-room with its plentiful provision of champagne and claret cups and iced drinks.

Yesterday's "At home" was an all-round success, and the hospitality of committee-men and members alike was generally and favourably commented upon.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	... \$700 b. 69
Nationals	... 39 b.
Union Insurance	... 640 sa.
China Traders	... 61 b.
Canton Insurance	... 250 sa. and b.
Hongkong Fires	... 335
China Fires	... 90 sa. and b.
H.K. & Macao Steamboats	29½ b.
Indo Chinas	... 128 s.
Douglases	... 34½ s.
China Indigars	... 2.0 s.
H.K. & Whampoa Docks	... 250 sa. and s.
Hongkong Wharfs	... 115 sa. and s.
Fanham's	... 115 sa. and s.
Hongkong Lands	... \$148 sa. and s.
Hongkong Hotels	... 138 b.
Green Island Cements	... 32 b.

To-day's Advertisements.

THE HONGKONG RIFLE ASSOCIATION.

In view of the Interport Cricket there will be NO COMPETITION TO-MORROW, the 12th instant. The Range will be available to Members wishing to practice.

MOWBRAY S. NORTHCOTE, Hon. Secretary.
Hongkong, 11th November, 1904. [153]

BOXING

AT THE HOTEL METROPOLE CONCERT HALL, TO-MORROW (SATURDAY), November 12th, at 9 P.M.

A GRAND BOXING AND ATHLETIC DISPLAY will be given by the following Genuine and Reliable Athletes:—

JACK MCAULIFFE, JIM CHRISTIE, BERT DELANEY, JIMMY STRANGE. BERT DELANEY will give an exhibition of Fancy Ball Punching. COHEN and MARYATT, both of the Naval Yard, will box the best of 4 rounds. FRANKS and ARMSTRONG, both of H.M.S. *Vengeance*, will also box 4 rounds. BERT DELANEY versus JIMMY STRANGE will box 4 rounds. Club and Roman Battlere swinging by JACK MCAULIFFE.

Grand wind-up Bout between JIM CHRISTIE and JACK MCAULIFFE, who will box 4 rounds, demonstrating to the Public of Hongkong the advantages of a first-class knowledge of the noble art of self-defence.

Admission 5s, 3s and 2s. Tickets to be had from JACK MCAULIFFE, Hongkong Hotel, and JIM CHRISTIE, Metro-pole Hotel.
Hongkong, 11th November, 1904. [1229]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CANDIA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., *ex S.S. Arabia and Ceylon*. Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.
Hongkong, 11th November, 1904.

To-day's Advertisements.

HONGKONG HOTEL.

SATURDAY, NOVEMBER 12TH, 1904.

MENU.

HORS D'OEUVRES.
Caviare and Egg Canapes.

SOUP.

Potage Velours.

FISH.

Grilled Salmon a la Maitre.

ENTREES.

Chicken Cromesques and Green Peas.
Haricot Ox Tail.
Cabbage Farci.

CURRY.

Prawn Curry.

JOINTS.

Roast Sirloin of Beef and Horseradish.
Roast Turkey and Sausages.
Boiled Leg of Mutton and Caper Sauce.
Cold Joints, etc.
Leicester Pie and Mixed Salad.

VEGETABLES.

SWEETS.

Lemon Pudding.
Chocolate Ice Cream and Finger Cakes.
Treacle Tart.
Topsy Cake.

DESSERT.

Coffee. Fruits. [1228]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW.

the 12th November, 1904, at 10 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

SUNDY

HOUSEHOLD FURNITURE, &c., &c.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.
Hongkong, 11th November, 1904. [1230]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of presenting the Report and Statement of Accounts to 30th September, 1904. THE TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,

Manager.
Hongkong, 11th November, 1904. [1226]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Company's Steamship "PENTAKOTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 12th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 11th November, 1904. [1227]

Intimation.



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	20th November.
GLASGOW and LIVERPOOL	"KEEMUN"	28th November.
GLASGOW and LIVERPOOL	"MOYUNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MARSEILLES & L'POOL	"DARDANUS"	20th December.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOSING"	12th November.
SHANGHAI	"YOHOW"	12th "
SHANGHAI	"WOHONG"	15th "
MANILA	"TAMING"	15th "
AMOI and SHANGHAI	"SHANI"	16th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	16th "
CEBU and ILOILO	"KAIFONG"	22nd "
SWATOW, CHEFOO and TIENTSIN	"CHILU"	22nd "
KOBE	"CHANGSHA"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th November, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 12th Nov. at 12 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 19th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th November, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL.
PROPOSED SAILINGS.

Steamship	About
"CLAYDALE"	30th December, 1904.
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARABIA"	4,463	Bahle	November 23rd, 1904.
"ARAGONIA"	5,198	Schmidt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 359.
Hongkong, 1st October, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. F. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class \$3.00 for single journey.
2nd " 1.50
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return \$3.00, \$5.00Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & CO., LD.,
S. A. NORONH,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents, Return, 50 cents; 50 cents, 50 cents.Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. HUGO" 25th November.

"SHIMOSA" 18th December.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 21st October, 1904.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY via SINGAPORE AND
PENANG.
Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Capt. Maganini, will be despatched as above,
TO-MORROW, the 12th instant, at Noon.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 11th November, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA,"

Captain C. Willis, will be despatched as above,
on SUNDAY, the 13th instant, at Daylight.
For Freight or Passage, apply toJARDINE, MATHESON & Co.,
Agents.

Hongkong, 7th November, 1904.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"TOURANE,"

Captain Girard, will be despatched for the
above Ports, on or about MONDAY, the 14th
November.
For Freight or Passage, apply toL. BRIDOU,
Acting Agent.

Hongkong, 8th November, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR

FIUME and TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CO-
LOMBO, BOMBAY, KARACHI, ADEN,
SUEZ and PORT SAID.(Taking Cargo at through rates to the Brazil,
to South Africa, Persian Gulf, Red Sea,
Black Sea, Levant, Venice and
Adriatic Ports).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as
above, on FRIDAY, the 25th instant, P.M.
For information as to Passage and Freight,
apply toSANDER, WIELER & Co.,
Agents.
Princes' Buildings.

Hongkong, 1st November, 1904.

To Let.

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904.

TO LET.

FINE LARGE STORE, in QUEEN'S ROAD.
Most central position.

Apply—

"X,"
Care of Hongkong Telegraph Office.

Hongkong, 12th September, 1904.

TO LET.

WILD DELL BUILDINGS, No. 17,
WANCHAI ROAD, comfortable and
airy flats of 2 or 3 Rooms, from \$5 inclusive
of Taxes.No. 13, MOSQUE JUNCTION,
And others to suit various requirements.S. A. SETH,
1st and 2nd Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904.

TO LET.

EUROPEAN HOUSES, Nos 2 to 8 and
10 to 15, GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleansed and colour-washed, in flats or whole.

Apply to—

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 18th October, 1904.

TO LET.

ONE of the best dwelling houses at Macao—
House No. 20 on the Rua da Penha.
Has a fine and large Garden, a spacious Yard,
Eight Rooms, besides Sitting and Dining
Rooms, and Two Verandahs. Situated near
BOA VISTA HOTEL, with beautiful View of the
Inner Harbour and Roadstead.

For Particulars, apply to—

J. V. JORGE,
Macao.

Macao, 3rd October, 1904.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVI,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 19th
November, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Macaronia*, 10,500 tons,
from Colombo, Passenger accommodation in
which vessel is secured before departure from
Hongkong.Silk and Valuables, all Cargo for France
and Tees for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Marmora*,
due in London on the 1st January, 1905.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th November, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Tizan 8,515 G. D. Morrison Ab. Dec. 17

Tremont 9,660 T. W. Garlick Jan. 10

Lyra 4,417 G. V. Williams Feb. 9

Platani 3,753 F. G. Partridge Mar. 4

† Cargo only.
Steamers marked (*) have no second-class
passenger accommodation.FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.

Tremont 9,660 T. W. Garlick 1st Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.The twin-screw s.s. *Shamout* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings.
Hongkong, 29th October, 1904.

To Let.

TO LET.

IN ELGIN ROAD, KOWLOON, close to
Ferry, Residential flats with Two Rooms,
Bath Room and Kitchen attached.No. 5, DAGUILAR STREET, Hongkong,
1st floor. Rents very moderate.

For particulars, apply to—

H. RUTTONJEE,
No. 5, Daguilar Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, 19th September, 1904.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

NO. 1, RIFON TERRACE in FLATS.

A HOUSE in WONG NAI CHONG ROAD.
FLATS in MORRISON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.App. to—
THE HONGKONG LAND INVEST-
MENT & AGENCY

Announcements.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE.

&c. &c. &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical
Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. L. CARTER,

Acting Manager.

Hongkong, 1st November, 1904. [65]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Chem-
ise's, Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Bonks for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 1st Nov. 1904.

Shipping.

Arrivals.

Luchs, Ger. gunboat, 850, Kroencke, 10th Nov.,
—Amoy 9th Nov.

Indravelli, Br. s.s., 3,215, S. Cullington, 10th
Nov.—New York via Ports and Manila
7th Nov. Gen. and Oil.—J. M. & Co.

Shanghai, Br. s.s., 1,307, H. Trowbridge, 10th
Nov.—Manila 7th Nov. Ballast.—B. & S.
Pentakota, Br. s.s., 1,808, C. Willis, 11th Nov.,
—Rangoon via Singapore 6th Nov. Gen.—
Order.

Diomed, Br. s.s., 3,095, Young, 11th Nov.—
Singapore 4th Nov. Gen.—B. & S.
Taming, Br. s.s., 1,191, Pennefather, 11th Nov.,
—Manila 8th Nov. Gen.—B. & S.

Glenogle, Br. s.s., 1,366, W. H. Larkins, 11th
Nov.—Rangoon and Singapore 5th Nov.,
Gen.—Seang Tak Hong.

Thetis, Br. cruiser, 1,400, J. C. A. Wilkinson,
11th Nov.—Weihaiwei 7th Nov.

Candia, Br. s.s., 4,195, H. E. Kitchin, 11th Nov.,
—Antwerp 25th Sept., and London 1st
Oct. Gen.—F. & O. S. N. Co.

Mathilde, Ger. s.s., 578, G. Schliakier, 11th
Nov.—Swatow 10th Nov. Gen.—J. & Co.

Departures.

Nov. 11.
Rinaldo, Br. sloop, for Singapore.

Manila, for Colombo.
Tatung, for Newchwang.
Lagashi, for Manila.
Knight of St. George, for Manila.
Laucho, for Kiangtchou.
Yuenang, for Manila.

Per Diomed, from Singapore—125 Chinese.
Per Pentakota, from Singapore—800 Chi-
nese.

Per Glenogle, from Singapore—1,360 Chi-
nese.

Per Taming, from Manila—Mrs. Jones, Mrs.
Hartford, Miss Bishop, Mrs. Schmitz and child,
Messrs. Marshall, Daniels, Miller, Peterson,
Harper, Nolke, Sherman, Morse, Cunningham
and Coby.

Passengers departed.
Per Yuenang, for Manila—Messrs. W. Bur-
well, Wilker, Von Arndt, Hwang, Kintaro
Nakutome, Miss Shigao, Nakutome, Messrs.
Ryozo Mami, Kuchipori Oi and Kih Lung
Chai.

Shipping Report.

Str. *Shanghai* from Manila.—Strong mon-
soon, with high S.E.

Str. *Diomed* from Shanghai.—Fresh N.E.
monsoon, and moderate sea.

Str. *Taming* from Manila.—Moderate to
fresh N.E. winds and rough sea.

Str. *Pentakota* from Rangoon.—Strong N.E.
monsoon from Anamba Islands to port.

Str. *Indravelli* from New York.—Heavy
monsoon, high sea, strong set to the westward.

Vessels in Port.

Steamers.

Agincourt, Br. s.s., 2,876, Worsnop, 3rd Oct.,—
Hainan 1st Oct., Ballast.—Order.

Ardunder, Br. s.s., 2,705, Wm. Kilew, 8th
Nov.—Penarth, Wales 22nd Sept., Coal.—
D. & Co. Ltd.

Ascot, Br. s.s., 2,785, C. E. Cox, 7th Nov.,—
Durban 27th Sept., Ballast.—G. L. & Co.

Baron Eldon, Br. s.s., 2,771, Ulster, 4th Nov.,—
Moji 28th Oct., Coal.—A. K. & Co.

Romeo, Ger. s.s., 2,169, E. Muhle, 2nd Nov.,—
Sandakan 28th Oct., Timber and Gen.—
M. & Co.

Castor, Nor. s.s., 774, John Marten, 2nd Nov.,—
Cardiff 10th Sept., Coal.—Order.

Crusader, Br. s.s., 2,744, F. Brown, 9th Nov.,—
Moji 4th Nov., Coal.—M. P. K.

Edendale, Br. s.s., 2,717, Moss, 4th Nov.,—
Saigon 28th Oct., Rice.—Master.

Elax, Br. s.s., 1,642, E. S. Baker, 6th Nov.,—
Palambang 29th Oct., Kerosine Oil.—
Order.

Empress of India, Br. s.s., 1,032, R. Archibald,
R.N.R., 26th Oct.—Vancouver, (R.C.) 3rd
Oct., and Shanghai 23rd, Mails and Gen.—
C. P. R. Co.

Falldon Hall, Br. s.s., 2,215, F. Wickham, 4th
Nov.—Barry Dock 16th Sept., Coal.—
Order.

G. net, Br. s.s., 2,271, Scheldt, 8th Nov.,—
Cardiff 22nd Sept., Coal.—D. & Co. Ltd.

Glenturret, Br. s.s., 3,026, R. Webster, 7th
Nov.—Singapore 1st Nov. Gen.—McG.
Bro. & Gow.

Halahan, Dut. s.s., 395, J. Steendan, 7th Nov.,—
Amoy 6th Nov., Ballast.—A. K. & Co.

Ischia, Ital. s.s., 2,781, M. Dante, 4th Nov.,—
Bombay 17th Oct., and Singapore 28th,
Gen.—C. & Co.

Jacob Diederichsen, Ger. s.s., 623, B. Olsen,
10th Nov.—Pakhoi 7th Nov., and Hoihow
9th, Gen.—J. & Co.

Keonwai, Ger. s.s., 1,115, W. Millemann,
8th Nov.—Bangkok 1st Nov., Rice and
Teak-squares.—M. & Co.

Laertes, Br. s.s., 1,351, J. B. Jackson, 2nd Nov.,—
Saigon 28th Oct., Mail.—Chinese.

Laisne, Br. s.s., 1,450, F. J. Tadd, 8th Nov.,—
Calcutta 22nd Oct., Penang and Singapore
1st Nov. Gen.—M. & Co.

Lisa, Swed. s.s., 998, H. Honndahl, 10th Oct.,—
Moji 24th Oct., Coal.—M. R. K.

Longmoon, Ger. s.s., 1,245, F. Kalkofer, 5th
Nov.—Canton 4th Nov. Gen.—B. & S.

Machon, Br. s.s., 2,776, G. W. Long, 11th Nov.,—
Shanghai 3rd Nov., Flour and Lumber.
—B. & S.

Model-line Rickmers, Ger. s.s., 1,020, L.
Görcken, 4th Nov.—Bangkok 28th Oct.,
Rice and Teakwood.—B. & S.

Mausang, Br. s.s., 1,642, S. J. Payne, 8th Nov.,—
Sandakan 2nd Nov., Timber.—J. M. &
Co.

M. Struve, Ger. s.s., 966, P. Brandt, 10th Nov.,—
Tamsui 7th Nov., Amoy 8th, and Swatow
9th, Gen.—O. S. K.

Pas Chan, Ger. s.s., 1,799, Lemeke, 9th Nov.,—
Cardiff 10th Sept., and Carcubion 25th,
Coal.—J. & Co.

Salfordia, Br. s.s., 2,365, G. C. Dusting, 5th
Nov.—Cardiff (Durban) 12th Aug., Coal.
—D. & Co. Ltd.

Setun, Nor. s.s., 865, E. Fingelsen, 7th Nov.,—
Kobe via Moji 1st Nov. Gen.—Yee Hing
Lai.

Shahzade, Br. s.s., 1,296, J. Martin, 3rd Nov.,—
Saigon 29th Oct., Rice, and—Pow On Co.

Siberia, Am. s.s., 5,655, J. T. Smith, 4th Nov.,—
San Francisco 7th Oct., and Shanghai
1st Nov., Mails and Gen.—P. M. S. S. Co.

Tijmah, Dut. s.s., 2,470, N. W. Jurriane, 6th
Nov.—Batavia 9th Oct., and Manila 2nd
Nov., Gen.—J. C. J. L.

Wongkai, Ger. s.s., 1,115, F. Bruhn, 9th
Nov.—Bangkok 30th Oct., Rice and
Wood.—B. & S.

Zafiro, Br. s.s., 1,611, R. Rodger, 8th Nov.,—
Manila 5th Nov. Gen.—T. & Co.

CHINA COAST METEOROLOGICAL REGISTER.

November 10th, 1904, a.m.

	Bar.	Th.	Hum.	Wind	Wv.
Vladivostok, 7 a.m.	30.04	—	—	W	6
Nemuro, 8 a.m.	30.13	—	—	W	6
Hakodate, 9 a.m.	30.18	—	—	W	6
Kochi, 10 a.m.	30.11	—	—	W	6
Nagasaki, 11 a.m.	30.19	—	—	W	6
Kagoshima, 12 a.m.	30.19	—	—	W	6
Oshima, 1 a.m.	30.10	—	—	W	6
Naha, 2 a.m.	30.13	—	—	W	6
Ishigakijima, 3 a.m.	30.09	—	—	W	6
Taihu, 4 a.m.	30.11	—	—	W	6
Kashu, 5 a.m.	30.03	—	—	W	6
Pescadore, 6 a.m.	30.06	—	—	W	6
Weiweiwei, 7 a.m.	30.23	63	67	8	2
Shanghai, 8 a.m.	30.26	66	68	8	2
Swatow, 9 a.m.	30.08	63	68	8	2
Canton, 10 a.m.	30.10	69	70	8	2
Hongkong, 11 a.m.	30.13	73	75	8	2
Victoria Peak, 12 a.m.	30.11	—	—	W	6
Gap Rock, 1 a.m.	30.15	—	—	W	6
Macao, 2 a.m.	30.15	—	—	W	6
Haiphong, 3 a.m.	29.92	84	66	—	—
Manila, 4 a.m.	29.80	82	—	—	—
Iloilo, 5 a.m.	29.88	82	—	—	—
Cebu, 6 a.m.	29.85	—	—	—	—
C. St. James, 7 a.m.	—	—	—	—	—

November 11th, 1904, a.m.

Vladivostok, 7 a.m.	30.04	—	—	W	6
Nemuro, 8 a.m.	30.13	—	—	W	6
Hakodate, 9 a.m.	30.18	—	—	W	6
Kochi, 10 a.m.	30.11	—	—	W	6
Nagasaki, 11 a.m.	30.19	—	—	W	6
Kagoshima, 12 a.m.	30.19	—	—	W	6
Oshima, 1 a.m.	30.10	—	—	W	6
Naha, 2 a.m.	30.13	—	—	W	6
Ishigakijima, 3 a.m.	30.09	—	—	W	6
Taihu, 4 a.m.	30.11	—	—	W	6
Kashu, 5 a.m.	30.03	—	—	W	6
Pescadore, 6 a.m.	30.06	—	—	W	6
Weiweiwei, 7 a.m.	30.23	63	67	8	2
Shanghai, 8 a.m.	30.26	66	68	8	2
Swatow, 9 a.m.	30.08	63	68	8	2
Canton, 10 a.m.	30.10	69	70	8	2
Hongkong, 11 a.m.	30.13	73	75	8	2
Victoria Peak, 12 a.m.	30.11	—	—	W	6
Gap Rock, 1 a.m.	30.09	—	—	W	6
Macao, 2 a.m.	30.15	—	—	W	6
Haiphong, 3 a.m.	29.92	84	66	—	—
Manila, 4 a.m.	29.80	82	—	—	—
Iloilo, 5 a.m.	29.88	82	—	—	—
Cebu, 6 a.m.	29.85	—	—	—	—
C. St. James, 7 a.m.	—	—	—	—	—

Nov. 10 to 11, 1904.

Bar. at sea	30.13	30.03
Therm. at sea	73	73
Hum. at sea	73	73
Rainfall	—	—

VISITORS AT THE HOTEL

HONGKONG.

Alkan, C.	Logan, Mr. L. C.
Altman, C. J.	Lewis, A. R.
Beckman, Mr. & Mrs.	Macdonald, D. O.
and maid	Mackie, C. Gordon
Bingham, Mr. & Mrs.	Mariotti, Dr. O.
T. E. and child	McAvan, T. P.
Birbeck, R. J.	McAuliffe, J.
Bisney, Mr. and Mrs. S.	Meikle, Mr. & Mrs. E.
Bisney, Miss	Miller, P. L.
Bissell, W. S.	Milton, Miss
Blair, D. K.	Mitchell, H. A.
Boggan, Mr. and Mrs.	Moir, R. W., L. and Mrs.
and infant	W. M.
Bonnet, E. A.	Monod, Mr. and Mrs.
Borthwick, Mrs. R. W.	E. C.
and child	Moon, Mr. & Mrs. E. M.
Boyce, W. B.	Morero, M.
Branch, Capt. B.	Newington, A. G.
Broughall, L.	Oldershaw, Lieut.-Col.
Cargill, H. E.	U.S.A.
Clark, W. G.	Pattie, Mrs. J. A.
Conde, H.	Perkins, Mr. and Mrs.
Conde, H.	T. L.
Corderoy, Mr. and Mrs.	Puddephat, W. T.
Cotton, Miss	Raney, Mr. and Mrs.
Davies, F. O.	Rayner, F. B.
Davies, Mrs. J. T.	Rice, P. F.
Deacon, F. B.	Robertson, W. R.
Dean, G.	Rome, Dr.
Douglas, Capt. & Mrs.	Roxas, M.
Downing, T. C.	Rutherford, N. H.
Dwyer, Miss J. F.	Santos, E. de la
Dynon, J.	Sayer, G. Burton
Emerson, A.	Sayle, R. T. D.
Fisher, H. G.	Schubert, F.
Forster, Dr. A. F.	Schwed, G.
Freeman, Dr. W. P.	Scott, Mr. & Mrs. J. C.
Fuller, G. H.	Skott, C.
Glover, C.	Sleeman, Dr. R.
Grant, A. W.	Somerville, Geo.
Gray, H. C.	Soper, C. H.
Guibet, L.	Stein, A. L.
Hall, Capt. T.	Stewart, W. M.
Hanson, J.	Sumulong, J.
Harding, R.	Thomas, C. B.
Hardy, Mrs. C. S.	Thornborough, J.
Harris, Mr. and Mrs.	Timson, V.
and maid	Trimmell, W. D.
Helm, F. P.	Wakefield, Mr. & Mrs.
Howell, Dr. E. J.	Weir, Mr. and Mrs. R.
Hurst, A. N., Engineer.	W. R.
Capt.	Wemyss, J. L.
Icely, Rev. F.	Whitton, Mrs. A. M.
Johnsen, E.	child and infant
Johnson, B. J.	Wise, Mr. and Mrs.
Jones, Mr. and Mrs. P.	Wolff, Philip
N. H.	Woolmer, Mr. and Mrs.
Jones, Mrs. T.	C. E.
Katsch, E. A.	Wright, Mr. and Mrs.
Luchheimer, C. H.	Gordon
Logan, (2) The Misses.	

KING EDWARD.

Ahmed, M.	Lugbill, V.
Bel, Mr. J. M.	May, Alfred J.
Brou, N.	May, Ernest A. G.
Cassidy, D. C.	Rose, Mr. & Mrs. Thos.
Hammer, Thos. A.	Shelley, Spencer
Honey, Miss E. G.	Shepherd, Bruce
Jackson, Mrs. & child	Smith, Sydney
Jameson, J. Watt	Staeger, O.
Kiene, P.	Viavano, Capt. A.
Kiene, Mrs.	Daniel, G.
Kraaij, G.	

CONNAUGHT.

Alton, R.	Hawes, A. B.
Andalab, B.	Howard, E.
Barnes, J.	Jackson, T. B.
Beale, H. H.	Macmillan, A. C.
Bel, Miss J.	McMicking, J.
Bishop, Mrs.	Menashih, A.
Burke, F. D.	Palmer, Miss
Cameron, J. D. M.	Parker, W. F.
Christie, Mr. & Mrs. D.	Peterson, J. J.
Croun, John	Reyes, Miss M.
Eyre, Mr. and Mrs. H.	Ross, H.
Esckiel, R. M.	Templeman, C.
Fabris, Mr. & Mrs. J.	Webb-Bowen, M.

CRAIGIEBURN.

Ram, Mr. & Mrs. E. A.
and child
Smith, E. Grant
Smith, Mr. & Mrs.
Grant
Southam, Mr. and Mrs.
and child
Woodward, Mr. & Mrs.
and children

Beattie, J. M.
Beattie, M. P.
Benson, Major & Mrs.
Black, Mr. & Mrs. W.
Bourchier, Mr. & Mrs.
Brown, Col. F. L.
Bruns, J.
Chapman, A.
Chichester, Major and
Fenton, Mrs.
Donald, W. H.
Dymock, Lieut. A.
Ferrier, Col. G. H.
French, Major G. A.
Galloway, A. D.
Grant, A. K.
Guibert, Mr. and Mrs.
Hassan, Mr.
Holbrook, Mr.
Hudg, D.
Jeffrey, H. J.
Joseph, Mr. and Mrs.
Jostling, Major C. L.
Karl, E.
Laird, Mr.
Laird, Mrs.
McDonald, Mr. & Mrs.
J.
Moxon, Mr. and Mrs.
Herbert

Baird, B. A.
Barker, W.
Bohlmann, O.
Bunner, Mr. and Mrs.
W. C.
Chandler, Lieut. F.
Coleman, Y. M.
Conrad, Mr. and Mrs.
Dibrell, W. C.
Harrop, H. W.
Hopkins, L. M.

Hansen, Drew
Mickell, Mr.
Pinkston, Col.
Touche, Werner
Thomson, Major
Mrs. G. S.

KOWLOON.

Tremorger, Lt

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	Moët & Chandon	\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial	Moët & Chandon	50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. (BLACK and WHITE \$16.50 per Case.)
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion, but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre ... \$5.00
The Half-Litre ... 2.50

CHAZALON & CO.

Hongkong, 31st October, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon, later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of 1/10 @ exchange 1/10 15/16 \$16.41 for first half-year 1904	\$700 (London £69)
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$2 (London 3/6) for 1903	\$10
China Traders' Insurance Company, Limited	24,000	\$3.33	\$25	\$900,000 \$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	\$51 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	Tls. 80 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 2,2000 \$377,749 \$893 11/- \$846,772 \$700,000 \$37,794	\$207,997	\$35 for 1903	\$50 sales
FIRE INSURANCES.							
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,075 \$2,36	\$186,284	\$12 for 1902	\$145 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,075 \$2,36	\$319,047	\$6 dividend & \$1 bonus for 1902	\$50 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,790,288	\$371,110	\$22 for 1902	\$335
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$11 for first half-year 1904	\$191 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	\$129
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 501 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	Tls. 49 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	24/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,993	\$1,287	\$1.80 & b. 40 cts \$0.90 & b. 20 cts	\$10 sales \$30 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,014	Tls. 865	Interim of Tls. 11 for 1904	Tls. 30
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	\$30
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$5 for 1897	\$5
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	Tls. 60 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	Tls. 64 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 8 cents	\$5 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN							
DOCKS, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	{ \$50,989 \$250,000 }	\$28,015	Interim of \$24 for 1904	\$115 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$95,471	\$5 dividend and \$1 bonus for first half-year 1904	\$220
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000		\$10 div. & \$5 bonus for 1903	\$20 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	\$274 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$1 bonus for 1903	\$190 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	\$10
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end 30.4.04	Tls. 182 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,410	Tls. 22,895	Interim of Tls. 4 for 1904	Tls. 137 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 50,913		First year	Tls. 135 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,950,000	\$43,732	\$5 for 2nd half year 1903	\$240 sales
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$1 for year ended 30.6.1904	\$19 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$11,844 }	\$11,668	\$5 for first half-year 1904	\$137 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$20,000	\$51,666	Interim of \$6 for 1904	\$148 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	Tls. 20 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000 }	\$9,177	90 cents for 1903	\$124 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	\$59 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 800,000 Tls. 150,000 Tls. 17,444 }	Tls. 37,634	Interim of Tls. 5 for 1904	Tls. 120 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,616	Tls. 325	Interim of Tls. 3 for 1904	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 5,362	Interim of \$14 for 1904	\$60 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 24 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$21,862	50 cents for the year ending 31.7.04	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 cts 1898	Tls. 20 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 cts 1898 on 6,000 shares	Tls. 321 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 1/2 for 1897	Tls. 450
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	\$100
Philippine Company, Limited	67,500	\$10	\$10			First year	\$91
SHANGHAI-SUMATRA TOBACCO COMPANY, LIMITED							
MISCELLANEOUS.							
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Interim of Tls. 3	Tls. 65 buyers
Bell's Asbestos Eastern Agency, Limited	30,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	\$15
Campbell, Moore & Co., Limited	8,604	12/6	12/6	none	£161	6d per share for 1903	\$30 buyers
Central Stores, Limited	1,200	\$10	\$10	\$5,500	\$596	\$5 for 1903	\$21 sellers
Do. (Founders)	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	\$10
Do. (New Issue)	123	\$15	\$12	\$20,000		None	\$3 sellers
China-Borneo Company, Limited	24,000	\$15	\$12	none	First year	Differential of 7 per cent for 1904	\$3 sellers
China Flour Mill Co., Limited	60,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	60 cents for 1903	Tls. 65 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$7,739	Tls. 6 for 1903	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,771	80 cents for 1903	Tls. 40 buyers
Dairy Farm Company, Limited	10,000	\$10	\$10	\$20,000	\$1,771	\$1 for year ending 31.7.03	\$10 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1903	Tls. 40 sellers
Fraser and Neave, Limited	4,500	\$50	\$25	\$112,500	\$2,706	\$5 div. and \$21 bonus for 1903	\$100
Geo. Fenwick & Co., Limited	6,000	\$15	\$25	\$70,000	\$20,517	\$375 for 1903	\$17 sellers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$20,000	\$2,115	\$1.50 for 1903	\$15 buyers
Hall & Holt, Limited	21,000	\$10	\$20	\$18,000	\$13,104	Final of \$14 making \$31 for 1903	\$14 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £23,109 £3,000 }	£7,625	£1 div. and 2/- bonus for 1903	\$10 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	\$11 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	none	\$1,747	50 cents for year ending 30.4.1904	\$9 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$30,000	\$1,283	\$20 for year ending 30.11.1903	\$300
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$35,000	\$1,844	Interim of \$4 for 1904	\$315 sales
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	\$10
Katz Brothers, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	\$10 sales
Laue, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$375,000		First year	\$10 sellers
Maatschappij tot Mijn. Bosch- en Landbouw- exploitatie in Langkat	2,500	\$100	\$100	none	\$21,582	Final of \$7 making \$12 for year end 25.2.04	\$15 buyers
Maynard and Company, Limited	3,400	Gs. 100	Gs. 100	{ Tls. 334,666 Tls. 11,143 }	Tls. 27,187	\$3 for 1903	\$40 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	none	\$832	Final of \$3 making \$5 for the year ending 30.6.04	\$16 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	\$1,000		Final of \$3 making \$5 for the year ending 30.6.04	\$15 sellers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 108,172 }	Tls. 7,548	Interim of Tls. 11 for 1904	Tls. 105
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 108,172	Tls. 10,247	Tls. 5 for 1903	Tls. 100 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,288	Interim of Tls. 6 for 1904	Tls. 157 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 10,000	Tls. 1,569	Interim of 15/- for 1904	Tls. 374 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	\$50
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	\$100 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$1,644	60 cents for year ended 31.5.04	\$2
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$1,644	First year	\$10
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$8,409	\$7 for second half year 1903	\$100
Tobacco Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$4,551	\$5 div. and 25 cents bonus for half year ended 30.9.1903	\$30 sellers
Tientsin Native City Waterworks Company, Ltd.	2,000	Tls. 100	Tls. 100	none	Tls. 413	None	\$1 buyers
Tientsin Waterworks Company, Limited	9,000	\$10	\$10	Tls. 15,239	Tls. 667	Tls. 2 for half year	Tls. 110
United Asbestos Oriental Agency, Limited	100	\$10	\$10	\$20,000	\$1,667	Final of Tls. 4 making Tls. 8 for 1903	Tls. 130
Do. (Founders)	100	\$10	\$10	\$20,000	\$1,667	90 cents for year ended 31.5.1904	\$10 buyers
Watkins, Limited	10,000	\$10	\$10	\$20,000	\$1,667	\$1 for 1903	\$10 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$18	Final of 70 cents making \$1.50 for the year ending 30.6.1904	\$1 sellers